AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph at page 10, lines 15 to 20 of the specification with the following amended paragraph

FIG. 1 shows in longitudinal section a spring element 10 with an auxiliary spring 20 and a hydropneumatic strut (HP strut) to be positioned between the bogie and the body of a rail vehicle. The HP strut has a strut piston 30, which slides longitudinally in cylinder 40. In the ~~pressure~~ piston space 42 of cylinder 40 there is a hydraulic medium, preferably oil, which via connector 60 is connected with an hydraulic accumulator. Auxiliary spring 20 encloses the HP-strut cylinder 40.

Please replace the paragraph at page 11, lines 9 to 13 with the following amended paragraph.

The bottom portion of FIG. 1 shows adjustment unit 80, which has a cylinder 90 holding sliding hydraulic cylinder piston 100. Hydraulic cylinder piston ~~Piston~~ 100 and cylinder 90 delimit a piston space 110 into which a pressurized medium can be introduced. Between hydraulic cylinder piston 100 of adjustment unit 80 and piston 30 of the HP strut there is pendulum support 120, which supports the HP strut in such manner that lateral movements are also possible.

Please replace the paragraph at page 11, line 14 with the following amended paragraph.

Hydraulic cylinder piston ~~Piston~~ 100 has on its side that faces the HP strut a stop plate 130.

Please replace the paragraph at page 14, lines 11 to 20 with the following amended paragraph.

FIG. 4 shows a system graph with mechanical-hydraulic regulation of the piston position of an HP strut according to FIG. 1. Instead of height sensor ~~60~~ 50, a mechanical-hydraulic height regulator valve 210 is integrated into the HP strut. The advantage of this is that a separate feedback loop is not necessary. Valve 210 is connected with the high-pressure accumulator and also with the low-pressure accumulator, and by means of a mechanical feedback loop of piston 30 it regulates the volume of oil in piston space 42 until the vehicle height has accordingly achieved its desired value. This system is more cost-advantageous than the system illustrated in FIG. 1, but does not permit any primary spring equalization. The arrangement of the mechanical feedback loop as well as the design of the piston lug accord with the arrangement explained in FIG. 1.